THE FLEET GATHERING AGAIN, PRE-PARATORY TO THE SUMMER MANOEUVRES.

OFFICERS ORDERED TO THE TEXAS, WHICH WILL SOON JOIN THE SQUADRON-COM-MANDER SPERRY POINTEDLY CEN-

SURED BY SECRETARY

HERBERT. The final gathering of the fleet preparatory to the summer manoeuvres, which are slated to begin as near August 1 as possible, has begun, and the vessels of the North Atlantic Squadron have finished their duty in connection with the Naval Militia and the tuition of the amateur tars, and are pointing their noses toward the anchorage off Tompkinsville, Staten Island. This brings about a repetition of the beautiful marine picture presented a short time ago, and also tends to make things lively along the shores of the island. The big battle-ship Indiana, Captain Robley D. Evans, came in yesterday from her cruise with the Delaware and Pennsylvania militia, and the Cincinnati and Montcomery, which had been down to Gardiner's Island with the New-York, Rhode Island and Connecticut men, were at the anchorage to meet The Indiana's trip was of great value to the amateurs, as it included handling the big and little guns, etc. On Wednesday, Thursday and Friday of last week the men were put through this course of instruction. On Friday a pole target was set up 1,000 yards from the ship, and the men blazed away at it with the 6-inch guns, hitting it after nine or ten shots, Forty-eight shots were fired from the six-pounders. In the afternoon there was a drill with the Whitehead torpedoes, in which the practice was good. There was also a course of instruction in signalling, the handling of torpedoes, manipulation of ammunition, the location of magazines, etc. The trip was entirely free from accident, and was successful in every respect.

of the other vessels of the fleet the Columbia is due at the yard this week, and the New-York, Newark, Terror, Katahdin and Fern are already there. The work on the flagship has so far advanced that the ship is expected to leave yard on the 28th of this month, and take her place with the squadron. The Newark is practically ready for sea, the Katahdin is still in the stone dock, but will come out some time this week, and the Terror will be ready before the time set for the beginning of the evolutions. The report that the Cincinnati took the ground while on her cruise with the reserves has caused little excitement, but it is expected that she will come to the yard in a day or two and go into the drydock for examination. The fact that she went direct to the anchorage on her return shows that she is not seriously damaged, if she is injured at all.

THE TEXAS TO GO INTO COMMISSION.

The Texas, which is to go into commission on July 20 and join the fleet off Tompkinsville a few days later, has been floated at the Norfolk the Navy and, where she has been undergoing extensive alterations. The Texas, it may be remembered, was built on a modified English design. While in commission some months ago it was determined, as a result of thorough inspection, that it was necessary to materially strengthen her lower parts, particularly the bottom deck plates and supports. There was no little controversy about the ship's strength as she was built. Finally, however, Secretary Herbert, in conformity with the recommendations of a board of naval officers, directed that she be sent to Norfolk for an extensive overhauling. Various stories are told at the Navy Department as to the cost of the changes which have been made on the ship. The various estimates of the expense range from \$120,000 to \$200,000. It is probable that about \$150,000 has been devoted to material and workmanship. The authorities say that she has been greatly improved by the changes made in her, particularly in the matter of structural strength, and that, owing to her good steaming qualities, ability to turn in a small radius and the power of her battery, she will be an important addition to the fleet.

The following officers have been ordered to report on the Texas on July 20: Captain Henry Glass to command: Lieutenant-Commander J D. J. Kelley, as executive; Lieutenant L. C. Heilner, from the Norfolk Navy Yard; Lieutenant R. M. Doyle, from the academy; Lieutenant D. W. Coffman, from the academy; Lieutenant A. Gleaves, from the Monadnock; Ensign G. G. Mitchell, from the Constellation; Ensigns I. V. Gillis, C. Webster and J. M. Luby, from leave; from the Newark; Surgeon S. H. Dickson, from the Bureau of Medicine and Surgery; Passed Assistant Surgeon J. M. Moore, from the hospital, Norfolk; Paymaster M. C. McDonald, from the Washington yard; Chief Engineer W. S. Moore, Passed Assistant Engineer R. T. Hall, Passed Assistant Engineer R. B. Higgins, Assistant Engineer A. W. Hinds, Boatswain J. F. Brooks, Gunner Francis Martin, Carpenter E. W. Craig.

The battle-ship Massachusetts, which is to be commanded by Captain Frederick Rodgers, formerly of the Brooklyn yard, received this week a draft of 200 men from the receiving ship Vermont. They went to League Island by way of the Pennsylvania Railroad, under command

"MAJOR BILLY" REFUSES TO BE COMFORTED. Visitors to the yard yesterday afternoon were attracted by the movements of "Major Billy," the New-York's long-horned mascot. The flag-ship was pretty well cleared of officers, as Ad-Ship was pretty well cleared of officers, as Admiral Bonce has been away on leave for a week or ten days, Captain Schley is with his family for a few days in Connecticut, Lieutenant-Commander Kennedy is also on a short leave, and Lieutenants Poundstone, Parker and Kellogs have recently been detached. The Major apparently missed a number of familiar faces for he was on shore leave, and was wan-Gering about the yard near the ship, about as disconsolate a specimen of a deserted goat as the could see in a long walk. He paid no attendion to a squad of the ship's men who were amising themselves in the big oil shed, and when a small boy offered him a choice morsel consisting of a brown paper bag, he resented the familiarity with a lowering of horns and a rush for the boy that brought out a masterly and sudden retreat. Billy was lonesome, and he showed it. He is one of the New-York's show features and is a worthy brother of the one told of by Lieutenant Commander J. D. J. Kelley in a recently published story:

"Of all tests none is better suited for ship."

ley in a recently published story:

"Of all pets, none is better suited for ship
life than the wily goat, and the traditions of
the Navy are jound with quaint stories of this
animal. Once in the good old days of tarpaulia
hats and true-lover's knots, a famous ship's
Company owned one that fell into evil ways,
buth as changed tableson deinking group and company owned one that fell into evil ways, such as chewing tobacco, drinking grog and challenging the best men in the ship to butting matches. Indeed, he became a rakish, swash-bucking, timber-shivering goat, who lived long and not well, and died after a prolonged debauch in a fit akin to what Jackle calls the horrors. Another goat was the prized thipmate of one of our vessels wrecked on the coast of India, fortunately in weather moderate enough to launch the boats and rafts. erate enough to launch the boats and rafts. Each man was detailed for his place, and al-lowed to carry his bag of clothes and his ham-mock. mock—no greater provision being needed, as the shore was close aboard. As the men slowly lowered themselves over the ship's side the hanny-goat stood among the waiting ones.
Watching her master, the ship's cook, who stood
bresolutely at the mast until his turn came.
The cook was an old saile. The cook was an old sallor, and his kit was valuable to him—it was probably all he had in the world—but when his name was called the dropped the bag and touched his hat and said: If you please sit I can't hear to leave said: If you please, sir, I can't bear to leave Nanny behind I'll take her instead of the bag, for there isn't room for both' And then, appeal-ingly, 'Can I, sir's' Nanny went over the side and i... and landed with him, marched by him through the desert, and when relief came bleated her enjoyment in a way that repaid him for the sac-rifice."

The new telephone system is practically ready for use. Workmen have had it in hand for the

AFFAIRS AT THE NAVY YARD | the Lyceum Building, with the executive offices, and there are fifty branches in the different offices of the yard. The naval attaches are greatly pleased over the new arrangement. which does away with the messenger system previously used.

> stalled in Building No. 10, at Dock and Third sts., ond, third and fourth committees, tactical games; taking the place of the tubular low-pressure marine boller which has been in use for the last ten years. It was necessary to cut the old boller in two before it could be taken through the doors of the building. The steam is to be used to furnish power for pumping out the stone dock.

President Uhlmann of the Brooklyn Union Elevated Raiiroad has under consideration the establishment of a station at Hudson-ave, and the nearest point on the line to the s-st. gate. It is likely that action will new Sands-st. gate. It is likely that action will be deferred until the York-st. gate is closed to all traffic except teams, and as there is at present no sign of closing it soon the station is not likely

Commodore Montgomery Sicard, the commandant of the yard, has a month's leave of absence, and Lieutenant-Commander Adams has been detached from the yard and ordered to the receiving-ship Richmond. The departure of both officers will probably be delayed until the return to duty of Commander R. M. Berry, chief aid to the commandant. Commander Berry is at present on the sick list.

MEMORANDUM ON THE PURITAN DISPUTE. By the change of duty between Commander Charles S. Sperry and Commander J. J. Hunker, of the Ordnance and Equipment bureaus, respectively, it is thought that the squabble over the Puritan will end, and the work on the Monitor go ahead without further delay. The

text of Secretary Herbert's decision in the celebrated case raps both the officers concerned, al though Naval Constructor Bowles gets the "light end of the stick." In his memorandum Secretary Herbert takes occasion to criticise him mildly, while his censure of Commander Sperry is noticeably pointed. Following are some of the noticeably pointed. Following are some of the remarks of the Secretary relative to the case:

This cause has given the Department much concern. It is the result of differences of opinion between the Bureaus of Construction and Repairs and Ordinance represented at the Navy Yard. New-York, by Naval Constructor Francis T. Howles and Commander Charles S. Sperry, respectively, as to the proper method of the installation of the gun mounts of the United States steamer Puritan, which differences finally degenerated into a bifter quarrel between these two officers, culminating in charges of fraudulent concealment of unmechanical work, preferred by Commander Sperry. These charges did not mention Constructor Bowles's name, but they involved him and his character and were considered in that light by the Court which investigated them. On March 2 of the present year the Department, after a careful hearing, during the progress of which the installation of these mounts was being delayed, decided to permit such installation to proceed upon the plan that was being followed by Constructor Bowles. The question was much discussed as to whether this plan or the plan upon which the Burcau of Ordinance insisted the work should proceed, was mechanically the better. Without undertaking to decide the original question thus raised, the Department came to the conclusion that the installation of the mounts might be made efficient and secure under the plan upon which the work accordingly. The Secretary, in reaching this conclusion, expressed himself orally to the Chief of the Burcaus of Ordinance are necessarily intimate. If faithful work is to be done for the Government, Burcaus whose work brings them into contact should always be disposed to be helpful to each other, and differences of opinion should be reconciled by personal consultation, and, if necessary, concessions.

LATER PHASES OF THE CASE. remarks of the Secretary relative to the case

As to the later phases of the controversy the

memorandum says:

The dispute in this case was, in the first place, largely about measurements which were requisite to obtain great gun alignments. It was necessary that construction should make these measurements for itself in order to arrive at its own determinations. It was necessary that ordnance should likewise make or see made these same measurements to enable it to determine whether the work was proceeding to its satisfaction. No reason appears to the Department why, if these officers had been so disposed, the inspector of ordnance might not have been present and have participated in such measurements as were made by the constructor. Whatever reasons might have existed for not pursuing such a course as this, there was assuredly no necessity for such formalities as really were observed. Commander Sperry testified before the Court of Inquiry that about April 17 he notified the constructor in writing that he wished to inspect ordnance work on the Puritan, and desired that the latter would appoint a convenient time. In the same writing he stated that a representative of the Bureau of Construction and Repairs might be present at such inspection. Such a notice from one officer to another, when they both resided in the same Navy Yard and had daily access to each other, seems to have been a natural prelide to the quarrel about the installation of these mounts, which was followed by, first, the calling of a court of inquiry by the Department, the proceedings of which lasted one month, second, a record of over twelve hundred pages to be reviewed by the Department, and feel for months endeavoring to get in readiness for commission. Leaving out of view the controversy which was estiled by the decision of very twelve hundred pages to be reviewed by the penallment of the Puritan, which ship the Department had been for months endeavoring to get in readiness for commission. Leaving out of view the controversy which was settled by the decision of memorandum says: tion of the Puritan, which ship the Department had been for months endeavoring to get in readiness for commission. Leaving out of view the controversy which was settled by the decision of the Department on March 2, the original dispute between these two officers—Commander Sperry and Constructor Bowles—concerned only the want of parallelism of the two guns in the after mount of the Puritan. This want of parallelism was not a grave matter: it is greater in the guns of other ships now in the Navy than in this case. It was possible, however, that the parallelism might have been more perfect, and it was desirable that it should be. Commander Sperry made a written report to the commandant of the yard asking that a Board be appointed to examine and consider this question. He testified before the Court that Constructor Bowles, after he had learned of this request for a Board, asked him not to insist upon it, saying that it would not expedite matters and indicating that the controversy could be settled heaven them. Commander Sperry replied that he had sent in the report that it stated only facts, and that he could not withdraw it. Such a reply on the part of Commander Sperry indicated an absence of that disposition which the Department thinks should have animated him, but on the other hand, the fact is noted that he had previously notified Constructor Bowles had refused to suspend work for the settlement of the question raised until he was ordered to do so by the commandant of the yard. These two officers were dealing with each other at arm's length.

AS TO THE CHARGES OF UNMECHANICAL

Continuing the Secretary says:

On May 4, when the defects in and injuries to the boits had become known by reason of the investigation of the Allen Board. Commander Sperry made the charge of fraudulent attempt to conceal unmechanical work, etc. This resulted in the calling of the Court of Inquiry by the Department. It has been urred, in behalf of Commander Sperry, that he should be credited with the fact that unmechanical work was found to have been done, as he had charged. The fact is, however, that the defective work was discovered by the Allen Board, which had been called at his instance by the commandant. It is the Court of Inquiry that has resulted in so much vexatious delay and that was called upon charges made by Commander Sperry after and based upon the discovery of the broken and injured boits. The findings of this court are in part: That the installation of the gun-mounts was conceived, estimated and allowed for with care by Naval Constructor Bowles, and with an obvious desire to reach the degree of mechanical stability and exact adjustment desired; that there was no attempt to deceive or commit any fraud in such installation, either upon the part of Naval Constructor Bowles, and the part of Naval Constructor Bowles, and the court desires to express most clearly and foreibly its opinion that the evidence relieves Mr. Howles and his subordinates of any charge of neglect of duty or lack of honesty or integrity in the work of the installation.

Mr. Herbert comments further.

I'p to this point the evidence clearly justifies the finding of the court. The Department cannot, however, fully concur in what follows, when the court states. "But in giving this opinion the court thinks it necessary to state that it is not intended to convey disapproval of the report of the Inspector of Ordnance, dated May 4, 1886, which is attached to and forms part of the precept of the court." The Department cannot concur in this finding. This report of the Inspector of Ordnance (was that which charged fraud involving the constructor. Mr. Herbert comments further

court. The Peparting the Laguestor of Ordinance inding. This report the third review of the finding. This report the third review which charged fraud involving the confidence of the finding of the state of the system of unfair work and safety five rise to "suspicion of unfair work and safety tempt to concean it." This while the charge he did commander Sperce not authorize one officer to while an experiment of the should have made inquiry before making so grave a charge as fraudular conceanment officily protection of the should have made inquiry before making so grave a charge as fraudular conceanment officily protection in the state of the state o

two officers whose duties call for co-operation should by their quarrels delay the work in hand, and thus scandalize the service. Such conduct the De-partment deems gravely reprehensible.

PROGRAMME AT THE WAR COLLEGE. The schedule at the Naval War College, Newport, for the week beginning to-morrow and end-Two new high-pressure boilers are being in- ing July 25 is announced as follows: First, secfirst, second, third and fourth committees, tactical situations; "Carrier Pigeon Service," Pro-fessor Marion; "Strategical Employment of Tor-pedo-Boats," Lieutenant Hutchins; first, second, third and fourth committees, consideration of international law situation; first, second, third and fourth committees, war charts and steam launches; "Naval Hygiene," Surgeon Siegfried; the red; third committee, the blue; strategic situ-

AN ADDITIONAL SAFEGUARD.

FIRE ISLAND'S BEACON AIDED BY A LIGHT-

SHIP SEVEN MILES OUT TO SEA. After a long delay and considerable changing of mind on the part of the authorities, a new warning of the dangers of ships attempting to take a short cut to New-York across Long Island has been placed twenty-eight miles east of Sandy Hook and about seven miles south of Fire Island light. A few years ago it was proposed to increase the power and range of the Fire Island light by changing it from an oil to an electric apparatus, and plans were made for altering the structure sufficiently to permit of its carrying the great reflector used at the Chicago World's Fair. Then it was decided to retain the present characteristics of the light and the present method of illumination ing the big electric plant to another station further south. Later came the arrangements for building a lighthouse on the famous Diamond Shoal, off Hatteras, and it was said that if the building could be erected the giant reflector would be installed there, making a station of which the great white flash of Hatteras would be a secondary part. While all this argument was going on, Fire Island kept on sending its beam of light out over the waters or every minute, and transatlantic steamers made their course for the light as a guide to the approaches to the gateway of the continent. The need for a brighter light or some way of giving the needed information to shipmasters without compelling them to come too close inshore was in no way lessened, and the authorities finally decided to A place a lightship outside the island as an additional safeguard. Five new lightships had been order to be built, and one of them was resently completed | TWO MEN AND TWO WOMEN ARRESTED WHO ARE and placed on the station known as the Shoal, off Nantucket, while lightship No. 58, which was on that station, was towed to her new post of duty off Fire Island.

On each of her two masts, at a height of 37% feet above the water, is a fixed white reflector light, vislike under ordinary conditions of weather at a distance of eleven and one-quarter miles. Her greatest usefulness, however, is expected to result from her through a fog which will smother the light, and will be sounded in thick weather for three seconds out of every twenty, giving three blasse each minute.

While it is probable that No, is will only do temporary duty off Fire Island, it is possible that she will be kept there permanently, even after the remaining four new ships are completed. She is a fine vessel, hardly inferior to the ones to be built, and nearly new. The main differences between this boat and the newer type, as represented by the new ship at South Shoal, is that the former is equipped with oil lamps and is of steel, while the latter has electric lights and is composite in structure, being partly steel and partly wood.

The layman would think that the substitution of electricity for oil to supply the signals on a lightship would be a vast improvement, but Capitaln Albert S. Snow, who is in charge of the Third Lighthouse District and has jurisdiction over the stranger in these waters, said, in speaking of the new light, that in

Snow, who is in charge of the Third Lighthouse District and has jurisdiction over the stranger in these waters, said, in speaking of the new light, that in point of efficiency electric lights as sea beacons were only a slight advance over the light produced by oil. Neither could be seen below the horizon, and either could be seen above. But there was this slight exception in favor of the electric light, that in cloudy weather its superior brilliancy cases a glow upon the clouds which could be seen while the light itself was still below the horizon. The use of electricity saved the trouble of handling oil to a great extent, but not entirely, as an oil equipment was necessary to replace the electric light in case of its failure. In actual, practical effectiveness there was little to choose between the ancient and the modern way. The use of composite construction had been recognized as possessing some advantages over the wholly steel vessel for lightship purposes.

REAL ESTATE.

ACTIVITY IN BUILDING ON THE EIGHTH WARD'S HISTORIC LANDS.

Dumors of real estate sales are plenty enough, but there seems to be a disposition on the part of purchasers to wait until the cloud on the political horizon has something besides a silver lining realty offices, some parts of the city are experiencing a genuine boom. In the Eighth Ward,

no notices to value at the following new buildings were filed yesterday:

Schence at, weat side, 130 feet north of Park-ave, one two story brick factory, 120x83, gravel roof, cost \$5,600.

McDermut & Howard, owners.

Southwest corner of Eighth ave, and Fifth-st. five three story and basement brick houses, 20x46 and 50, the roof, for one family each, cost \$38,500. H. Penner, owner.

COMPARATIVE, TABLE.

COMPARATIVE TABLE.	
1806 From July 10 to 16, inclusive:	90
	\$340,955
Though the morning contribution	
though of colores of	18
***** *** *** *** *** *** *** *** ******	1000
	142
	\$500,005
The state of section and the section of the section	4150
Deeds of release, etc.	18
1864 From July 2 to 9, inclusive:	
	407
	1.143,770
Number of purchase money mortgages	89
Value of purchase money mortgages	\$198,051
Value of purchase maney into the area	3
1865 From July 5 to 11, inclusive:	230
Total number of mortgages	\$712.20
Total value	****
Total value Number of purchase money mortgages	\$120,000
Value of purchase money mortgages	
the state of the s	25 FE 136 O TL
referee, who said the state of two-story brick house, mortgage \$1,500, to H	Triest
for \$1,500 The important recorded transfers were:	
The Important recorded this series was a	

deriver

Johnson ave, s e corner Graham-ave, 20x30 h&l;
Loan Chevaller to Hartha Chevaller mortgage

\$2 mo. 1805

Evergreen ave n e s, 80 ft n w of Weirheld st,
20x80 h&l Mamie C cabble to Herbert J Hodge
kins, metgage \$2.500

East Broadway, n s, adjoining church land, leased
to John C Williams, Tor202 9x75x250 6, hs&l;
John and Williams R Doherty to Andrew Mullen,
mortgage \$3.500

Bainbidge \$3.500

Bainbidge \$3.500

Bainbidge \$4.500

New York and Coney Island R R, at line between
land of John A Cook, Frederick W Thompson and
lare Robert B Dubile, 20x35, Coney Island, thea
Holner to William Ulmer, mortgage \$4.50

Remson 8: No 190 s, 190 ft s of Chinon 8t, 20x
100 h and 1 Mary A Barclay to George C Barclay b and s, a s
Cation ave s e systems from Gravesend-ave to
East Second at 250x240 William H, Martenee
B and Joseph \$ Story to John Condon, vai consid and
Coney Island plans mod, s e corner Chestnut ave,

about \$125,000. Of this amount Father McGuirl has only \$41,000, the insurance on the old church, to start with. Most of the balance will be raised by making a canvass of the diocese, taking up a collection for the building fund in one of the churches each Sunday. A fair which has been going on during the last week under the auspices of the church has been financially successful and will net a large sum toward the new building.

IN THE EASTERN DISTRICT.

LITTLE HARRY BECKERLE DIED FROM HYDROPHOBIA YESTERDAY MORNING.

IT WAS THOUGHT THAT HE WOULD RECOVER, AND HIS DEATH WAS A SHOCK TO HIS PARENTS.

Harry Beckerle, the four-year-old boy, who was taken to St. Catherine's Hospital on Thursday last, suffering from what Drs. Robinson and Mortrier said was hydrophobia, died at 4 o'clock yesterday morning. A sister of the hospital was the only person at his bedside, and just before he breathed his last the little sufferer turned to her and said. "Where is mamma? Please send for her. I want

to hee her once more before I die." The child's parents were at their home, at Richmond Hill, Long Island, and it was 6 o'clock when they reached the hospital, two hours after his death. When Mrs. Beckerie learned that the boy was dead she became hysterical, and it was with culty that the doctors managed to calm her. The little fellow's death came sooner than the hosthe house surgeon, said he believed the boy would

the house surgeon, said he believed the boy would recover. He drank a glass of water in the morning something it was never known for a hydrophobia patient to do without going into convuisions, and this gave the doctors much hope for his recovery. During Friendy night and up to the time of his death, the little fellow had several convulsions, becoming weaker with every attack.

The unfortunate child was bitten by a dog near his home five weeks up. A drugg st cauterized the wounds, and afterward he was taken to the Pasteur Institute in New-York for treatment. The little fellow's father neglected to return to the institution the following day, as he was instructed, as he appeared to be getting along all right. On Thursday his condition became such that he was taken to the hospital. Before reaching there he had several convuisions. After the boy's death, a certificate, giving the cause of death as hydrophobia, was sent to the Health Department, and later in the day the body was taken to the home of the parents

GARMENT-CUTTER WHO TELLS A LONG TALE OF WOE.

ALLEGED TO HAVE ROBBED HIM YES-

TERDAY MORNING.

Nicholas Snyder, a garment-cutter, of No. 170 Javast., had a lively experience early yesterday morning with two men and two women, who, it is alleged, assaulted and then robbed him of all his money, besides his gold watch and chain. Snyder was on his at 2 o'clock in the morning and when he reached Java and Oakland sts., he was accosted by two young women who asked him for ten cents with which to buy beer. Snyder gave them the money, and, when he started to leave, the women detained him and advised him to remain and drink with them. Snyder refused, and when he turned to go away two men stepped out from behind a wagon | July 22. and stopped him. Then one of the men went after beer, and, while one of the women was drinking. the can was upset and the beer spilled. Snyder was asked to give ten cents more, but he declined and again turned to leave. One of the women then seized again turned to leave. One of the women then seized his cout and told him that he must remain. He inhis coat and told him that he must remain. He insisted on going, when one of the men caught hold | morning for an investigation. of him and threw him down. Then he cried for help and the men and women beat and kicked him.

Health reported yesterday that in the week ending at noon yesterday there had been reported 102 may. It is alleged that they took all his money, and the women tried to stifle the man's cries by putting her fingers into his mouth. After admonishing Snyder against saying anything to the police about the affair he was allowed to go. Snyder went to the Greenpoint-ave, police station and reported the affair. Detective Dunn and several patrolimen were hurried to the scene of the attack, and Snyder pointed out two men and two women who were sitting on a wagon. They were taken to the station-house, where Snyder positively identified them as the four who assaulted and robbed him. The prisoners described themselves as Frank Cummiskey, twenty-three years old, of No. 184 Dupont-st., and Mary Tighe and Margite Cahill, respectively twenty-two and twenty-four years old, of No. 222 Freeman-st. All denied the allegation, and declared that Snyder must be misraken. Snyder, however, declared that he was positive about the identification. Neither Snyder's money nor his watch was found upon the prisoners, though they were locked up for assault and robbery. When they were arraigned in the Ewen Street Police. Court yesterday they repeated their former states. her fingers into his mouth. After admonish-

PROBABLE CHURCH CONSOLIDATION.

buildings have been going up with great rapidly since the spring. In this ward, between Third and Fifth axes, and from Thirty-ninth to Sixty-ninth sts., 150 houses have been erected this year. In Forty-seventh-st, between Fifth and Sixth aves, ten new houses are now in course of construction, then new houses are now in course of construction, the new houses are of the cheap summer cottage value. Clark, pastor of the Lee Avenue Congregation. Clark, pastor of the Lee Avenue Congregation. Clark, pastor of the Lee Avenue Congregation. Forty-seventh-st, between Fifth and Sixth aves, ten new houses are now in course of construction. None of these are of the cheap summer cottage variety, but they are all substantial structures.

The ground is historic. It was the bivouac of Washington and his army before the battle of Long Island, and over this hill the English Army and the Hessian mercenaries marched to meet the Continentals in the valiey between Greenwood and Observation Hill, in Prospect Park.

Among the new buildings now being erected in this section are houses for Arthur S. Tuttle, Judge W. B. Wardwell, H. W. Johns, F. J. Jewell, Charles M. Blackman, F. W. Cooper, A. L. Seaver, George E. O'Hare and W. D. Moore, secretary of the Brooklyn Fire Department.

The report that the King estate intends to erest a seventeen-story office building at Montague and a seventeen-story office building at Montague and the Brooklyn Fire Department.

The report that the King estate intends to erest a seventeen-story office buildings at Montague and the Brooklyn Fire Department.

The resport that the King estate intends to erest the largest and the strongest in the city. Since the Rev. W. T. McElveen took charge of the New-England Church is been resumed. The New-England Church is heavily in debt, and, with a united congregation, it was suggested that the Rev. Mr. Clark could preach in the morning and the Rev. Mr. Clark could preach in the morning and the Rev. Mr. Clark could favored such a step, believing that with a united congregation the consolidated church would become the largest and the strongest in the city. Since the Rev. W. T. McElveen took charge of the New-England Church the consolidation talk has been resumed. The New-England Church is heavily in debt, and, with a united congregation, it was suggested that the Rev. Mr. Clark could preach in the morning and the Rev. Mr. McElveen in the evening, or vice versa. A friend of Mr. Clark said yesterday that he did not think that Mr. Clark would remain in Brooklyn more than a year, and it is possible that after his recovery he may be the first to suggest a consolidation, and thus put the New-England Church on a sound footing. The members in that event would probably hold services in the Lee-ave, church. Then the other church property could be sold or leased.

MORE MONEY IS NEEDED.

THE HEALTH COMMISSIONER AND MAYOR WURSTER NOT IN ACCORD WITH

It is said there has been some jealousy among them because they wished to name the inspectors themselves, thereby usurping Dr. Emery's prerogative. On July 6 the Aldermen responded to the request by appropriating 8000, a mere pittance, and entirely inadequate for the purpose. Mayor Wurster is vexed at the triffing manner in which the matter has been treated by the Aldermen, and yesterday filed with the City Clerk the following message vetoing the appropriation. "The purpose for which this money is to be used is to employ tispectors at the various dumping grounds, to superintend the dumping of ashes and street cleanings and prevent the deposit therewith of garbage and similar refuse which, particularly at this season of the year, is likely to cause sickness and discase. I have been advised by the Health Commissioner that the necessities of the Department and the urgency for prompt action have been known to the members of your Board for some time. I have also been informed by him that the amount appropriated is totally inadequate, and I cannot approve of a resolution which seems to be trifling with a serious situation. With the necessities of the case and the dangers of delay fully known to your Board I would respectfully request that the necessary appropriation be made."

ERASMUS HIGH SCHOOL TEACHERS.

THE COMMITTEE IN CHARGE HAS APPOINTED EIGHT FROM THE LIST OF APPLICANTS.

Several appointments to positions in Erasmus Hall High School were made on Friday night by a committee consisting of Richard Young, Henry W. Maxwell, Dr. George D. Hamlin, Frankin W. Hooper and Mrs. M. E. Pettingill. Eight appointments were made from seventy-five applications. They are as follows: Miss Julia D. Denis, of the State Normal School, Trenton, N. J., French and history: William E. Chancellor, of Brooklyn, history; Orlando E. Ferry, of Hamilton College, English literature: Miss Clara O. Hart, of the Girls High School, this city, English literature: Miss Abjusti E. Leonard, of the Girls High School, Randall, Vt., mathematics; Arthur C. Perry, of this city, a graduate of New-York University, and at present in charge of the graduating class of Public School No. 15, mathematics and science. George E. Attwood, superintendent of schools, Tarrytown, N. Y., and a graduate of Albany Normal College, mathematics, and Miss Margaret M. Wicker, a graduate of Vassar, at present connected with the Leland Stanford, jr., University, California. ments were made from seventy-five applicati

IT MAY HAVE BEEN SUICIDE.

CORONER NASON DECIDES TO POSTPONE THE IN-QUEST INTO PHILIP DENLEY'S DEATH

Coroner Nason has postponed the inquest the death of Philip Denley, who was killed by a Long Island train at Atlantic-ave, and Williams Denley was a Whitestone hotel proprietor, and while returning from the racetrack he fell under a car and was

Aqueduct racetrack he fell under a car and was killed. After a partial examination of the case Coroner Nason's suspicions were aroused by some of the circumstances, and he now thinks that Denley may have committed suicide.

A brother of Denley called at the Liberty-ave police station on Friday night to get his jewelry and money. He found that his brother had at the time of his death only a little more than a dollar. When he left home he had taken \$400 with him. This circumstance led to the decision that Denley had lost heavily at the races, and the next deduction was that he had committed suicide in a fit of despondency. A bootblack has reported at the police station that he saw Denley throw himself under a car just as the train started. In view of these developments, Coroner Nason decided to postpone the inquest until other witnesses have been secured.

GATHERED ABOUT THE TOWN.

At a meeting of the Tippecanoe Club of the Seventeenth Ward on Friday evening a committee of three was appointed to call upon Mayor Wurster and urge him to appoint William Pitt Jones as an

Simon Muller, twenty years old, of No. 18 Bremer st., pleaded guilty to a charge of burglary Justice Harriman yesterday morning. Martin May-er, who also lives at No. 18 Bremer-st., said that he had evidence that Muller on Friday night rifled a trunk and a satchel containing \$240. clared that he returned the money to Mayer and that Mayer had promised to enter no charge against Mayer, on the contrary, says the me not returned. Muller was held for the Grand Jury.

William Jacobs's pavilion on the Coney Island day morning. Thirteen persons were arrested and locked up on the charge of being disorderly. Among the prisoners were three young white girls.

Camillo Longabardi, an Italian, was arrested yes terday while asleep in a wagon in North Elliott Place. When searched he was found to have a number of pawn tickets, a bunch of skeleton keys. | village water supply. Here the thoroughfare takes

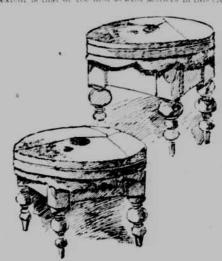
The Bureau of Vital Statistics of the Board of at noon yesterday there had been reported 102 mar-riages, 330 births, forty-four still births and 674 deaths. The death rate was 31.3 a thousand, in an estimated population of 1.125.000. Of the total deaths reported 418, or 62 per cent, were of children were of children under one year. There were 349 and sixty-seven in public institutions.

TWO HISTORIC STONES.

THEY WERE PART OF THE FIRST JEWISH SYNAGOGUE IN MILL-ST.-NOW

TREASURED AS RELICS.

The new synagogue at Seventieth-st, and Central Park West, now building, will have one curious feature which will appeal to all lovers of local his-Synagogue, in Nineteenth-st., near Pifth-ave., the eldest Jewish congregation in this city, of whom H. P. Mendes is rubbl, are to be transported to and and pomp, where they will lie in a prominent place, rably mounted on mahogany tables, with a silver-



The two foundation stones brought by the Jews from Holland and originally from Jerusalem to form foundation of their synagogue now at Nineteenth-

to gain recognition as a religious body. The stones THE HEALTH COMMISSIONER AND MAYOR
WURSTER NOT IN ACCORD WITH
THE ALDERMEN
Health Commissioner Enery has again asked the
Board of Addreme to appropriate me money to
meet the expenses of his Department. Yesterday
he sent in a petition for \$20,000 asking that it be
taken out of any available balances. He intends
to use the money as follows: \$10,000 for enforcing,
the provisions of the Mercantile and Factory employment laws, which make it illegal is employ
minors. \$5,000 for maintaining the work of producing and distributing diptheria antitoxin,
and providing suitable distinction in the case of
infectious and contactions diseases. \$10,000 for the
employment of inspectors at the various dumping
grounds.
This last appropriation is one for which DeEmery has been fighting for some time. The
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and providing sour are bound up with many interesting facts and incidents of that period. In appearance they are dark

HER SUGGESTION. From The Detroit Free Press.

From The Detroit Free Press.

A man is, for some occult reason, liable to look a little shame-faced when he gets home after staying out all night at a political meeting. As he came up the path to the farmhouse his wife came to the door to meet him.

"Did ye have a purty excitin' time?" she asked.

"Tremendous." he answered.

"I spose ye've got everything settled."

"No. Ter tell the truth, everything's jes about ez much in doubt ez ever."

"Well, I spose it's yer own lookout. But I must say I kinder hate ter see ye wastin' so much good energy."

eay I kinder hate ter see ye wastin' so much good energy."

"How d'ye mean?"

"Plus is gotter be fed an' wood's got to be chopped, politics er ne politics. I don't want ye to neglect yer country when they's anything that re'ly calls fur yer. But I hope ye will bear in mind that every time ye wave yer hat in the air just 'cause ye git a little excited, ye're usin' up muscle thet might have done good service choppin' wood, an' that every time ye yell 'hooray' 'bout northin' in partic'lar, ye're usin' up good lung power thet'd come in mighty handy ter drive the pigs with."

THE BLACK HORSE TAVERN

A REMINDER OF WESTCHESTER COUNTY STAGE-COACH TIMES.

IT WAS THE SCENE OF MANY POLITICAL GATE

ERINGS AND HAS NOW BECOME THE USUAL TYPE OF A RAINES

LAW HOTEL

The weather-beaten building known as the Black Horse Tavern, located on the old postroad from New-York to Albany, in the town of Ossining, about three miles from the village of Sing Sing, is an interesting relic of the stage-coach days of Westchester County, so long since passed away. While little information concerning these old stage lines has been preserved, it is probable that the tavern was never portant station, but merely a convenient halfway house, where horses could be watered and passengers served with light refreshments.

The house is on the banks of the Croton River. which at this point are thickly wooded with an almost primeval forest, and near by the stream was



THE BLACK HORSE TAVERN.

once spanned by the long covered structure knows as the "wire factory bridge," that was condemned many years ago, and, after standing unused for The postroad in this section winds through a ing far-off glimpses of river and mountains. A pict. uresque point on the road, going north from Sing



INDIAN BROOK BRIDGE.

Sing, is just before the old tavern is reached, where the road crosses the Indian Brook, the source of the a sweep of almost half a circle and crosses the brook over a bridge of rustic character.

Reference to files of county newspapers published in 1838 show that the following lines of stages ran lage with Peekskill, the next important village on the north, was the "Accommodation Coach," leaving Sing Sing at 8:30 a. m., and returning left Colonel Williams's hotel at 2 p. m.; fare each way, 50 cents. Then there was the "Daily Stage Line," whose stages left Colonel Williams's hotel, Peekskill, at 6:30 a. m., arriving at Sing Sing at 9 a. m., in time for the stage to New-York. Leaving Sing Sing from S. M. Tompkins's hotel at 3 p. m., the stage arrived in Peekskill at 6 o'clock: fare each line, which must have possessed some pe cellence, as it charged just double the fare of the opposition stages. Going to New-York from Sing Sing was the "Village Line" which left the lower pier at 8:45 a. m., and J. Lamber's hotel, on the hill, at 9 a. m. every day. Returning, a stage left No. 21 Bowery, New-York City, every morning at 21 Bowery is further identified by the words "Mrs

IN THE POLK AND CLAY CAMPAIGN

At the corner where the town lines of what was then Mount Pleasant, but since changed to Ossining, and Cortlandt and New-Castle met, within a short distance of the southern boundary of Yorktown, the tavern, in the early years of the farmers of the surrounding country, where crops were talked about and politics discussed. The old tavern was the scene of many spirited political meetings, particularly in the Polk and Clay campaign of 1844, at which time the Democrats erected a hickory pole, then the 1s-mocrata erected a hickory pole, then the symbol of the party, in front of the tavern. There was a great time over the erection of the pole, which was drawn by two-score of exen to its proper place, and the event was duly celebrated with

drawn by two-score of oxen to its proper place, and the event was duly celebrated with any quantity of speech-making and hard cider. A few nights afterward a number of Whigs from Sing Sing came up and cut the bole down, and then there was trouble. A new pole was created and a watch instituted, and the next time the overzenious followers of Henry Clay made an attack on the pole the Polk men proved too strong for their opponents, and, after a Brely tussie, the Sing Sing boys were driven to their boats, in which they had come, and which formed a convenient means of retreat.

The last time a political pole-raising took place at the old tavern was in 1856 when the members of the then newly formed Republican party erected a monster pole in honor of their candidate for President, John C. Fremont. On this occasion there was a great gathering, of which anecdores are still told by those who were youthful eyewitnesses.

Men well along in years sometimes tell of the bowl of hickory ashes that in those days stood on the bar of the old tavern. It was customary then for every man to sweeten his own toddy, for which purpose a bowl of sugar, and often coarse, brown Havana, at that, was provided. The bowl of hickory ashes was for the use of the dyed-in-the-wool Democrat, who, to show his deep devotion to the symbo, of his party, would deposit a spoonful of the ashes in his glass, instead of sugar, and after tossing off the decoction, would smack his lips in aggravating token to a Whighystander of its excellent flavor of the true Democracy.

A HOUSE THAT HAS SEEN BETTER DAYS.



SIMPLY UNANSWERABLE

ast three weeks. The central station will be in